were available at the 35th mile-stone and another 500 acres at the 34th mile-stone of the road.

Dewan's reply.—Noted.

IV.—PUBLIC WORKS.

50. The opening of a tap-road from the junction of the Kottar–Parvathipuram road with the Santapuram road, to the junction of the Rajakkamangalam road with the Kurisadi Church road.

Mr. D. Francis (Member, Nominated) said that there were some important villages to the south-west of the town of Nagercoil, with about 3,000 people, mostly ryots and merchants. Nearly 100 carts were daily in use in those villages in carrying manure as well as paddy and other produce. All those villages were situated between the Rajakkamangalam road and the Kottar-Parvathipuram road. There was a Government *poramboke* lane connecting the two roads and touching on its way all the above villages. The lane would serve as a tap-road, if made cartable. The tap-road should run from the junction of the Kottar-Parvathipuram road with the Santapuram road, to the junction of the Rajakkamangalam road with the Kurisadi Church road. The cost would only be about Rs. 1,500, excluding compensation.

Dewan's reply.—Noted.

51. The metalling of the road from the Colachel Port to the factory of the London Cosmopolitan Mining Company at Muttom and the reconstruction of the bridge across the A. V. M. Canal near the beach.

The Revd. Fr. Fernandez (Member, T. I. C., Colachel) expressed, on behalf of the Committee and the people of Colachel, their feelings of thankfulness to the Government for granting a permanent site for the new market recently established in the centre of Colachel town, and also for sanctioning the pier urgently needed for the Colachel Port and the prospective advance of its traffic.

Proceeding to the subject, he said that the road from Colachel Port Office to Manavalakurichi, a distance of about 4 miles, was in a very unsuitable condition for the transmission of goods as well as for the pedestrians. Ever since the London Cosmopolitan Mining Company started work at Muttam, upwards of 8,000 carts of monazite alone were recorded to have passed during the year, not to speak of many thousands of other cartloads passing through for purposes of trade. He requested that the road should be metalled throughout. The Government could not reasonably grudge the expenditure, as they had already realized a large profit of over Rs. 36,000 from the additional enterprise of the monazite mineral.

There was a bridge over the Ananda Victoria Martandavarma Canal, also in a dangerous condition. It was a very old bridge, lined throughout with bits of planks that were already worn out and quite tottering, and the risk was great. Upwards of 50,000 carts were crossing the bridge in the year. He prayed that the bridge should be dismantled at once to avert damage to life and property, and a new bridge constructed to stand the test of the increasing trade along the sea-port of Colachel.

Dewan's reply.—Noted.

52. The necessity for providing against the submergence of paddy fields generally by the overflow of the Pamboorivaikal.

Mr. P. Padmanabhan Tampi (Member, Kalkulam taluk) said that the question was a long-standing one, having been brought up at the 3rd, 5th, 6th and 9th Sessions of the Assembly. He was aware that the Government had sanctioned Rs. 400 for a sluice, but that would benefit only the Maruthukurichi *yela*. He proposed to deal with the subject as a general question.

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The Pamboorivaikal was 10 miles in length and it flowed through Eraniel and Kalkulam. It was not only a drainage *kal* but also an irrigation channel for about 2,000 acres of paddy lands. The *kal* had now silted up and it was about 7 feet above the level of the adjoining fields. If the *kal* was kept in its present condition for a few years more, the whole paddy fields would be converted into a sandy desert. The bank of the channel should be raised or the silt should be removed. He requested that the Dewan Peishkar of Padmanabhapuram, the Director of Agriculture and the Chief Engineer might be asked to inspect the channel during the rainy season and report on the extent of the damage caused to cultivation, and then the needful might be done.

Dewan's reply.—Noted.

53. The inadequacy of the benefits derived by the ryots from the Kodayar Scheme.

Mr. P. S. Maruthanayagom Pillai (Member, T. I. C., Padmanabhapuram) said that the benefits accruing to the ryots from the Kodayar scheme were inadequate, and that was due to three causes. They were (1) the indiscriminate sale of tank-beds from one end to the other, (2) the improper distribution of water, and (3) the postponement of certain projects of Mr. Minchin. In regard to the sale of tank-beds, though the Government always said that the tanks would be sold in consultation with the ryots, the fact was that they were being sold against the protests of the ryots. In the Melotti *yela*, 10 out of the 11 tanks had been sold, and the only one remaining was to be sold, though the ryots protested against its sale. That tank at least should be left for the use of the ryots. He requested that the Government should follow a better policy in the matter. As regards the distribution of water, there had been many complaints from the people. The distribution would be better done by the Director of Agriculture. Among the projects of Mr. Minchin that had been put off, he mentioned the East-Major Channels. He requested that the work should be carried out.

Dewan's reply.—Noted.

54. The need for the early restoration of the irrigation tanks in the Vilavancode taluk and the utilisation of the Kodayar surplus water.

Mr. K. Raman Tampi (Member, Vilavancode taluk) said that the lands in the taluk chiefly depended for cultivation on tank water. There were several tanks, but they were in a very neglected condition. The people were in high spirits when a special staff was deputed last year, as they thought, for the restoration of the tanks. But they were disappointed to hear that the staff had instructions only to survey the tanks and send up estimates for their restoration, and not to actually restore them. The Member said that it would be more practical to deepen the minor and petty tanks, instead of raising their banks. The latter course was more suited to the major tanks. He assured the Government that the ryots were fully prepared to abide by the new irrigation rules as to the restoration of tanks. He therefore requested that arrangements might be made to at once restore the minor tanks by deepening them, wherever the ryots undertook to pay half the cost of restoration under the rules. The number of irrigation tanks which needed restoration were not many, and, if his suggestion was carried out, they would all become useful to the ryots in the near future.

According to the Irrigation Regulation, only tanks capable of irrigating 200 acres or more of land would come under "major" tanks. In the Vilavancode taluk, there were not expansive *yelas* as in Nanjanad, the ground being uneven. Under the Regulation, there would be very few 'major' tanks in the taluk. The ryots had therefore to pay half the cost for most of the tanks, because they were all 'minor' tanks. In view of the fact that the wet lands of the taluk depended solely on tank water and having regard to the physical features of the taluk, it was necessary to restrict the limit to 100 acres and declare a tank as 'major' if it was capable of irrigating at least 100 acres. He requested that such an arrangement might be sanctioned.

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